

MINUTES OF TOWN OF HULL BOARD MEETING
COUNTY OF PORTAGE WISCONSIN HELD ON
MONDAY DECEMBER 6, 2010

Call to order by Chairperson John Holdridge at 6:30 p.m. at the Town of Hull Municipal Building, 4550 Wojcik Memorial Dr., Stevens Point WI 54482.

Present: Chairperson Holdridge, Supervisors Melvin Bembenek, Dave Pederson, Dave Wilz and LaVerne Syens.

Others present: Clerk Janet Wolle, Barbara Brilowski, Peter Kaminski.

01. Pledge of Allegiance

02. Minutes of November 8 & 15, 2010 minutes

Motion Supervisor Pederson, second Supervisor Bembenek, approve as corrected minutes of the November 8, 2010 board meeting. Motion carried.

Correction made:

Page 4 item 7 should be "hearings" not hears.

Motion Supervisor Bembenek, second Supervisor Pederson, approve as corrected minutes of the November 15, 2010 board meeting. Motion carried.

Corrections made:

Page 2 – top line should read: Supervisor Pederson when looking at rebuilding a road we look at "**it**" based on data we have.

Page 3 re: dry-hydrant should be **northeast** corner (not northwest)

Page 5 Item 11 – signage has to be right **based** on law (not base)

03. Vouchers: Motion Supervisor Wilz, second Supervisor Bembenek, approve vouchers as presented/discussed. Motion carried.

Page 1 California Contractors \$49.90 – left hand drill bit set – needed for bolt that snaps off and with this bit one can remove the bolt

Page 2 Charter Communication – now have the correct billing minus sales tax \$149.98 (2 payments)

Page 4 Memphis Equipment – starter for the 1963 6X6 fire truck \$501.42

Page 6 Saints Health Service for Business – selection of individual done by computer by Saints – Hull office receives notice – road crew employee is notified on day they are to go for testing (testing required by Wisconsin Department of Transportation) - \$80.00

Page 5 Portage County Sheriff's Department is for the extra patrol is August 2010 \$869.39

Page 1- 5 Alarm Fire & Safety Equipment – pant with leg zipper – Mark Kluck thinks is requirement of bio-hazard pant for EMS \$108.27

Page 2 Fabco Equipment – indicator is heating gauge for 920 CatLoader \$36.77

Page 3 Grunwaldt & Associates Bldg Architect - .9 Hr (90% of total amount of contract) - \$1,200

Page 3 Financial Analysis Charge – this is a charge by the bank for number of deposits, etc. – Treasurer Jim Kruziki has been analyzing this over a period of time

04. Citizens wishing to address the board non-agenda items. Agenda items are for discussion with possible action.

No citizens present regarding non-agenda items.

05. Announcements – Chairperson and Supervisors

- I-39 West plan going to County Board on December 21, 2010 (52 parcels limited to 5 acres lot splits)
- Pipe Ordinance on the agenda – will permit non-motorized bikes to cross the isthmus
 - Individuals with lumber rights and property owners can cross the “Pipe” with vehicles.
- Water group is meeting and will continue to work on Stevens Point Well #11
- Data on Sheriff’s Department patrols is available
- Pete Kaminski, Bill Omernik and John Holdridge will meet on December 8 at 11 a.m. re: speed limits/signage – there are 4 routes for snowplowing – will take one route at a time to review signage
- Local tax rates per \$1,000 – Town of Hull \$2.55; Town of Stockton \$2.93; City of Stevens Point \$9.23; Village of Plover \$6.29
- Portage County Board of Adjustment approved the request of Todd and Penny Borski for horses on their property

06. Hull Plan Commission Recommendation on Firkus Road Development

Note from Clerk Wolle – a map is included at the end of the minutes to provide visual concept of area being discussed. Please print.

Chairperson Holdridge:

There have been 3 meetings by the Plan Commission on the item (Firkus Road Development) and at the last meeting the Commission reached basic agreement that now it is time to send this to the Town Board. The Plan Commission is advising the Town Board. Plan Commission recommendation is to work out something on what is called the middle route.

- 3 proposals have been received from the Oberthaler, Hebbe, Broecker group
- Looking at the middle route, who is going to pay the cost?
- The resolve was the middle route will be paid for by that group.
- The town set aside \$6,000 as the history goes back a considerable amount of time
 - On the far east end of Firkus Road there is a 33’ strip going north about 1/4th of a mile
 - The town has been collecting state aid on the 33’ since 1974 according to the Department of Transportation (DOT)

Clerk Wolle, as per Kelly of the DOT, the Town of Hull has been collecting general transportation aids on the 33’ since 1938.

Holdridge, to our knowledge this 33’ section has never been open. This parcel is dedicated road to the Town of Hull.

- Hull’s definition of a road is that it is required to be 66’.

- This year a letter was written to DOT indicating Town of Hull does not want to claim that for transportation aid as the road has never been open.
- The requirement is that it has to be open for traffic and it has not been open for traffic.
- This is still a certified quasi road but Hull will not collect transportation aid it because we should not have been.
- The origin of how that area became a dedicated road to be explained by Jerry Koziczowski

Jerry Koziczowski, 3013 Firkus Road, when I purchased the property I was surveying that piece of property without the road. Ernie Wooster did the survey and Town Board at that time would not accept the survey - you need to dedicate that road in there.

- I want that road in there. I do not want that road 220 yards over.

J Holdridge, but the origin was that back in 1991 and you were told to

J Koziczowski, the town at that time told me I have to have the road certified in there so Ernest went and did another survey and that is when the town approved it.

J Holdridge from the town's standpoint the actual dedication was in 1991. I was not on the board; the only one on the board was Melvin Bembenek at that time. That is the origin of this in terms of a certified road.

- One of the reasons the road was never opened was because there was never any development out here. There was no reason to open it.
- What happened was the Gawlik's and Firkus' have 2 lots north of the Oberthaler property.
 - The lots are landlocked
 - We have two couples wanting to purchase the lots – this is what sparked the entire issue.
 - They wanted to buy the lots – they wanted a way to get back there.
- Initially we had looked at Koziczowski 33', that was not for whatever reason worked out, so these people together with John Oberthaler developed the so-called middle route.
- Hull's road ordinance is very clear, anyone doing development, subdivision, etc., must pay for the roads, signage, etc. before we will accept it. That has been clear for a number of years.
- There was some discussion and I suspect that was the key of the three proposals submitted by the group wanting to purchase the property (north of Oberthaler property).
- Finally the third proposal which is on the table tonight does indicate that they will pay for the road.
- What triggers that, first of all the road has to be set up, there has to be a certified survey.
 - The group will hire Dave Glodowski for that work
 - The town will have Pete Kaminski as Hull's person to oversee the project
 - The road going in will be a gravel road
 - That may be a gravel road until, as the proposal suggests, there is 6 houses built in the area or after three years that will become a blacktopped road regardless of the number of houses built.

Dave Glodowski the display without the areal map shows all of the legal boundaries. A couple of things added recently:

- ✓ We talked about having some reservation for an east to west connection between the 2 forties
- ✓ Also talked about was the potential for a cul-du-sac at the east end of Firkus Road
- ✓ From a long range planning standpoint the map is somehow to make a connection back to North Reserve Drive.
- ✓ The maps shows a dash line looping around where the wetlands as per the DNR wetland maps.
- ✓ John Oberthaler the owner has done more investigation and may have a different route that would basically accomplish the same thing.
- ✓ The long range plan in which we can have this road have 2 access points and not be considered one overly long cul-du-sac.

J Holdridge, the cul-du-sac at the east end of Firkus Road, one of the points Jerry Koziczowski made was that his kids had to walk out to North Reserve because there was no place for the bus to turn around.

- Pete pointed out there are probably 15 different places like that in Hull on the dead end roads.
- This one is a little bit different because you still have 33' coming down there.
- We are looking to put a cul-du-sac there so buses can turn around, garbage trucks, the plows and so forth.
- In order to do that there are small parts of land that those owners probably would have to dedicate to Hull.
 - John Oberthaler is the closest, then Jerry Koziczowski and on the south we have William Gollon and Kenneth Shuda.
 - Hull would entertain the notion that we ought to put a cul-du-sac there if we can get the land dedicated.
 - Hull would not abandon the 33' strip – that would stay in place.
 - Jerry K we are open to your suggestion, at one point you had a barricade across there, it still is a public 33' but we are prepared to work with you on that in some fashion.
- You would have the road going north serving Hebbe, Broecker and Oberthaler properties and then you have, if this 33' parcel were to get support from developers because Jerry cannot afford to put this road in, John Oberthaler can afford to put this road in because these people who are developing/purchasing landlocked property are prepared to pay some for the road. That is based on the ordinance.
- From Jerry's standpoint you have to have some kind of access to this area because at some point he is probably going to want to develop this.

J Koziczowski, I never said I could not afford to put that road in.

J Holdridge to put the whole road in?

J Koziczowski – yes not once did I ever say that.

J Holdridge okay but do we have that in writing from you Jerry?

Teri Koziczowski I don't know if that was part of the initial proposal.

J Holdridge there was a proposal but you said that Oberthaler had to contribute some things.

J Koziczowski basically Oberthaler is forcing us to put that road in there to benefit him.

J Holdridge right now John owns this and the minutes are pretty clear from the November Plan Commission meeting, he is not prepared to dedicate any land or pay for anything on the east side of his property. Other than I assume John you will do something with the cul-du-sac.

J Oberthaler – sure.

J Holdridge that is what the minutes say.

T Koziczowski one of the things we are concerned about here is we have a large amount of land that we can develop as well. If another 33' is not dedicated off that road prior to John developing the rest of his land we will be landlocked in there from any further development. That was primarily one of our main concerns so we had indicated to Attorney Rushevics that we would be willing to either purchase 33' from John or have the Town of Hull approach John on the fact of getting that 33' so we are not landlocked.

- We don't care if they develop, they can put the road where they want, we just don't want to be landlocked off that piece, which we will be, because we need 66'.
- Initially when this started we all stood outside of Hull's Municipal Building and John and all the parties involved agreed that they were going to go 66' on this.
- Somewhere down the line they had their own meeting and decided to change it without us being involved in it. That is where some of this happened.
- I think if we had continued talking something would probably have risen. Unfortunately it didn't. Our whole thing is we would like to get that 33' if anything so we can go back and develop as well.

J Holdridge these minutes were very explicit, very well written minutes, and they answered a number of these questions. John would you comment on the 33' over there?

John Oberthaler I am not interested in selling at this point and I think we are talking about two separate things.

- We tried to work out a way to get these individuals back to the landlocked properties in a way that is to their advantage and the least costly to them and it worked through me and of course I benefit from the road going there. I would be crazy to tell you otherwise.
- I benefit from the road going there but the Hebbes' and Broeckers' also benefit and it is where they would like to see the road.
- There has been no meeting of the mind what so ever regarding a proposed road going the other line past Jerry's other than a 5 minute conversation outside of the room here. That is all that was ever discussed.
- We have not received phone calls asking us to reconsider or look at other possibilities in a different direction.
- Quite frankly I think there are two separate issues.
 - We are proposing a road. We haven't changed anything the way the land was before. We haven't done anything to the cul-du-sac or to the end of Firkus Road.
 - That 33' still remains the way it was before our proposal.

- Our proposal is the middle route and this is what we are willing to support with our finances.
- We are not willing to support the other road with our finances so I think that can be brought up as a separate issue and somebody else can pay for the road to go there but that is not us.
- Planning and Zoning specifically stated there will be one road back there; they will support only one road so by this road going in it directly affects us.

J Holdridge, I think what was said was Tracey Pelky said the staff would want one road. Tracey is a representative of the Planning & Zoning Department but it seems to me that the Planning & Zoning Committee probably has the ultimate authority on this particular issue.

- The potential road that runs from the cul-du-sac to be built in the middle route, does that not go in to your area (Koziczkowski) that means you are not landlocked?

J Koziczkowski, then why do you still need the 33' dedicated from me?

J Holdridge there may be an argument from the DOT that that ought to be closed.

J Wolle the notes I took when talking with Kelly from DOT indicated they will be sending someone out to see if the cable was still up. They found the cable is no longer up but there is a sign that says PRIVATE. The town will be receiving correspondence at some point in time about that.

- DOT had received some calls about some land locking. Kelly indicated they do not get involved in this type of issue.
- I tried to explain what had transpired in the area.
- We talked about Highway Aids and how long the town has been collecting Highway Aids. Kelly's initial call was on November 29th with return call on December 3 stating the town has been receiving General Transportation Aids that she could tell from at least 1938, possibly prior to that.

Attorney Bob Konkol, following up on Jerry's comment about the Planning & Zoning will only support one road; I think that is accurate staff recommendation and Chuck Lucht is here this evening to speak to that.

- Ultimately it is the Planning & Zoning Committee that will decide whether or not to approve any modifications if the Town Board decides that they will support the proposal that is before them now, then that will end up before the Planning & Zoning Committee. They will take in to account what the Town Board's recommendation is on this as well as what the staff of Planning & Zoning recommends. They will make their decision.
- In the very good minutes of the last Plan Commission meeting that the concern that was expressed by some of the Commission members was in keeping, a vote was taken, that it was the Commission's wish or desire that Firkus Drive be left where it is. From a planning prospective that would make the most sense.
- The Portage County Planning & Zoning Committee will make the decision whether to accept the modification of the ordinance and allow this proposed middle road without it impacting or requiring the town to vacate Firkus Drive which is the 33' strip of land the dedicated road that runs adjacent to Jerry Koczikowski's property.

Supervisor Pederson all of the lots have certified survey maps, why was the additional 33' not dedicated when the certified survey maps were done (on the far west side of the Oberthaler property adjacent to the existing 33' strip).

Chuck Lucht when Mr. Oberthaler bought his property, if you had more than 15 acres, it did not come through Portage County Planning & Zoning Department review.

- ✓ The ordinance in place now, any parcel that is 20 acres or larger also receives review.
- ✓ This would have been very helpful for the Firkus'. We have no idea why the Firkus' didn't work out a deal amongst family members to make sure that they had access to that property free and clear.
- ✓ That is something that is part of department function that we make sure everybody has access. People go to PCP&Z indicating they want to do this with their property. PCP&Z indicates they will not agree to the request unless they (property owner) make sure they have private access back to the property.
- ✓ That ordinance was in place now but was not in place when Firkus' divided their property so PCP&Z could not catch it – it snuck by.

J Holdridge there is another question, why did it not come to the town Plan Committee and that has to do with the size of the acreage does it not? If this would have come before Hull's Plan Commission we would have looked at the need to dedicate the road.

Pederson another related question, where it says "Reserved for Future Public Roadway" will Hull be looking at that being dedicated now?

Attorney Konkol, that came as a suggestion from the Planning & Zoning staff as a way so there is an option for a future road. It would not actually be dedicated now but by indicating it on the map any future potential owner that a road could go through there so they should not be putting buildings there and there would be property set-back from that when they do put buildings on the property. It is a long term planning tool.

Holdridge the reason for the jog, it appears from the maps that it is not in the wetlands. You could actually put a road in there.

Pederson, has someone been on the grounds so that that looks like a doable solution?

John Oberthaler I would suggest that wetland delineation be done on any of the locations that there is anticipation for locating roads. Wetland maps are incorrect. I have paid for wetland delineation which is in the process of being accepted by the Army Corp. of Engineers.

- I would not be agreeable to dedication at this time.
- Would want to look at the proposed route based upon good information on the wetlands before I would agree that that is where the road should be.

Pederson, this may be doable?

Oberthaler, there is a possibility but economically it is unfeasible.

- As being the property owner that the road would go across I have evaluated that the cost benefit of putting in a one hundred and fifty thousand dollar road to service 2 or 3 lots does not make any kind of economic sense to do that.
- I can't imagine the town doing that and I can't imagine any developer doing it in the future either.
- There is a dotted line that is never going to mean anything except for precluding me from having buildings in a location that they otherwise would be built because it is a high land.
- You took my high lands and tell me I can't build there so you might be able to put a road across my land in the future that nobody else will use because it will cost \$150,000 to build the road to nowhere.

Pederson in looking at the lots the town owns a little strip on the north end of the Firkus and Gawlik lots that is town land. Is there high ground going north that would connect with anything?

Plan Commission member Bob Bowen, regarding the existing Firkus Drive, if somebody decides in the future that a road should go in there would Mr. Oberthaler be required to dedicate 33' of his land at that time? Where do you get the other 33' for a 66' right-of-way?

Holdridge the town demanding, I suppose that is condemnation, but there are questions about that.

Konkol that is one potential is to condemn it and go through the entire condemnation proceedings. That is a procedure set by statute where the town board would have to make the determination that that is the land that is needed for a public purpose, mainly to put in the road. The land would have to be evaluated and paying for the fair market value of the land that is condemned. The other procedure is negotiation, much like what is going on here with the middle route.

Oberthaler I want to make a point as being the one that is singled out here as being the person whose property would be purchased from, it is my position that I am no different than what Jerry is with his land, I'm the landowner up to that 33'. Just like Jerry is the landowner up to that 33' on the other side.

- Through the power of suggestion I propose that if the town is going to condemn land out there you condemn us equally.
- If you need 33' you would take 33' and split it down the middle.
- I bought the land, I own the land, I don't want it to be developed over there.
- Jerry K wants it to be developed in the future. He has land that abuts the 33' strip.
- I am giving land in the middle of my property. Jerry could also give his land if he was looking to have a road there.

Holdridge, condemnation by a Town Board is pretty extreme. DOT does that.

Bill Gollon, two months ago you could not go north on that road (33' strip). They talked about riparian rights. No one was allowed on that road. What has changed that this road is possibly being developed? That corner, is that going to drop that road? Is that going to hurt me to my access to my property or Shuda's?

Engineer Dave Glodowski, dedicating that cul-du-sac right away and developing the cul-du-sac will improve your access.

Gollon, will I be able to put a driveway off the end of the cul-du-sac?

Glodowski – yes. This will be better than what you have now where you just have the 33' connection, now you will have a little more room to work with.

Gollon, isn't Firkus Road built on Shuda's property?

Glodowski, the actual location of the road has not been determined. We know that the easement is centered on the section line. Where the road falls we do not know. We have not surveyed that. You think it is pushed more to the south?

Gollon – yes.

Oberthaler, it is actually on the north. The road is almost all on my forty. The center line is 10' north.

Pederson if the east half of lot 2 was subdivided again would there be certified survey maps on those lots?

C Lucht – I do not have the direct answer for that. I would suggest for anyone who owns property they get the property with a certified survey map at the time that they buy the property that way you know exactly what is yours, where the property lines are. But a certified survey map is not always required. No, it might not necessarily be a requirement. However if I were buying property I would say I want to know property lines and want a CSM. That is the smart thing to do.

Pederson, the other part of that is that if lot 2 were subdivided the town could require an easement on the east side to complete that road.

Lucht - it depends on how the lots are laid out. You don't really want to double front lots, that meaning that you have both the front and another front on the back. One would hope they would lay them out for best development because naturally that would be the best way to get the best return for you. Some people don't always want their land shaped like that. It could happen numerous ways.

Pederson, which is about 20 acres?

Lucht, it would be less now, theoretically you would say he gets 10 lots, it will more than likely be 9 or 8 lots depending on how much land he has already dedicated. The dedication of more land could reduce that. That would be a case where he could say you are making me dedicate it, it is reducing the number of lots I could get, and can I have one that is undersized? There is an argument for that to be made. It all depends on how the lots are laid out and what is going on.

J Koziczkowski on Firkus Drive, I do not care if John wants to put a subdivision in there and put a road in there. Why can't we change mine to Reserve for Future Public Roadway and John do the same thing with 33'? When mine was surveyed and the town made me give them 33' the reason is because the road goes down the centerline and I give 33' and the next property owner gives 33'. Somebody made some mistakes here somehow and let this get by. Those 2 properties to the north were split a year and a half ago and caused that land lock off that road. If I want to split my north pieces, I can't do it because they are going to be landlocked because this road is not there now. If we are projecting a future road all the way to North Reserve, if we go to Firkus and go on the back side of John's and in front of the other 2 parcels and go all the way back to Reserve, John has just as much frontage. The other people have frontage. I have my road. The town took only 33' from me because the best place for that road is to be 66' wide so when you come to my north forty and Gawlik's you can go to each piece if they are sold. That road should not be put on one side or the other.

D Glodowski, we need 66'. When we say we need 33' from somebody else it either has to come from John O or you (J Koziczkowski). If you can't get it from Oberthaler, what other option is there? Ask the town to do something or try to work out something with John.

Koziczkowski the best way to work it out is to reserve for future use. There is also the problem with me, is that a road or is that a road. You change mine to future use and then John says he does not want to pay for a road, if I want a road I pay for it and put it in.

D Glodowski, if we add the Reserve for Future Road, John would you record that now?

J Oberthaler, sure but I am not going to sell it. So it is just a dotted line on a piece of paper.

D Glodowski, are we going to keep you from having somebody build too close to the back line?

J Oberthaler, yes I would put that on there and would probably own it personally.

Koziczkowski, which would need a certified survey because it is smaller than 15 acres and at that time the town could take it and dedicate it, correct?

J Holdridge, are you talking about Jerry the northern boundary of the lots or the 33'?

D Glodowski, he is referencing the eastern side of John's property.

Koziczkowski – the 33'.

J Holdridge as it stands that 33' has been dedicated for public use. That was done in 1991. It is unfortunate that whatever happened happened but it happened. When John developed those certified survey maps if they would have come through the Plan Commission for the Town of Hull we would have looked at dedicating some land there. There was no requirement that they come to us and apparently for whatever reason the county did not catch it.

- The Town of Hull has 33'.
- The town is not going to abandon that 33'. That is going to stay there.
- Where you get another 33' because the town will require a 66' wide road right-of-way.

- Fire Chief is present and he knows we have to have width to get vehicles back there, garbage truck.
- Ultimately if that is developed certainly the buses, etc.
- I don't know how you get the 33'.
- I don't think the town would get into the condemnation business.

Koziczkowski as that property owner that is the best place for me if I want to put a private drive in. Can I put a private drive down that dedicated 33'?

Glodowski I thought John said he would be okay with us reserving 33'.

Oberthaler if that 20 was subdivided would it be required to dedicate 33' off the eastern property boundary?

T Koziczkowski, subdivision law says it is required. If he gets a certified map because he wants to put a subdivision with anything over 2 houses he has to certify that and if he certifies that Portage County Zoning comes in and says you have to give them 33'.

Lucht, I would look at the subdivision ordinance for that because

T Koziczkowski, it is right in the City of Stevens Point ordinance.

Holdridge, this is the Town of Hull and Portage County.

Pederson, Chuck I think you said it depended on how the lots were laid out.

Lucht – right.

Pederson if lot 2 was split down the middle and there were lots on both sides then it would make sense.

Lucht it would really depend on how the lots were laid out and what streets they are accessing. If the lots are accessing the middle road there might not be a reason for it.

Oberthaler if lot 2 were divided in to 4 five acre lots

Glodowski then you would be fronting on 2 sides.

Pederson then it (dedication of 33') probably wouldn't be needed.

Holdridge what would be the front of the lot, the new road?

Oberthaler the new road would be the front of the lot.

Glodowski the lots would extend all the way to the eastern line?

Oberthaler – yes.

Holdridge another aspect of the proposed cul-du-sac is the modification question and what that relates to is the zoning ordinance?

Lucht no, it is something we do not see very often

Holdridge but what is the standard a thousand feet?

Lucht the standard is anything longer than about a thousand feet. It is about a forty depth. After that you are not supposed to have a road.

Holdridge, the distance from North Reserve up to this cul-du-sac is how far?

Glodowski – thirty-three hundred feet.

Holdridge so it is 3,300 and the ordinance that the county has says it can only be a thousand. Therefore if that is going to occur you need a modification.

Lucht right, and that is granted through the PC Planning & Zoning Committee and should they approve it, it is effective immediately; it does not go to the PC Board.

Holdridge this is a hurdle that has to be overcome. That takes action by the Planning & Zoning Committee right?

Lucht it does and our tentative going along with any proposal will be subject to Town of Hull approval.

Holdridge what are the other issues?

Attorney Konkol regarding proposal #3 clarifying about the paving/blacktop, when 6 houses are developed it is in combination with 6 houses on 4 lots that would be serviced by the development as I understand it correct?

- The issue becomes how does the town get a guarantee that the cost of the blacktop will be paid for by the owners?
- A suggestion was the bond insurance and Dan Hebbe after checking could not find anything. Has there been further luck?
- Another potential would be a letter of credit that would be irrevocable, that would be in the amount that would estimate the cost blacktopping up to 3 years down the road. That would be a way of assuring the town that the owners will follow through in bearing that cost.
- A third way would be some sort of Special Assessment.
- From the town's perspective I would think that a letter of credit or a bond would be the least costly to administer as opposed to going through the whole Special Assessment process.
- That would be a significant issue that needs to be cleared.

Holdridge, you have that and the modification that are outstanding.

Glodowski I want to talk one more time with John about the reservation and dedication that will show up on the map ultimately when it gets recorded. The map I have has Reserved for Future Public Roadway along the north line of John's property. The western half would probably be relocated somewhere to the south. John has some different thoughts as to where a potential future road could go. If your map would shift that south 100 or 200 feet keeping the one to the east in there my question now is adding the one along your east property line and calling it Reserved for Future Public Roadway and the dedication of the cul-du-sac. Is your map going to show all of that?

Oberthaler you can leave it where it is, that road will never get built but I understand what it is there for. It might need to be tweaked a little bit in one direction or another.

- The question that I asked had a reason.
- If my eastern front is subdivided into 4 lots, is dedication of 33' required by Portage County or by the Town of Hull?
- This has been certified and I did not do the certified survey. This was certified a long time ago. This is my land the way it sits.
- If I subdivide is it going to be a requirement for me to dedicate 33' on the east side?

Holdridge where would be the front? If you divide this into 5 acre lots where would be the entry point? Would it still be off the cul-du-sac?

Oberthaler it would still be off the new cul-du-sac road.

Holdridge we are under Portage County Planning & Zoning, what are the thoughts on that Chuck?

Lucht roadbeds change, they approve straight roads. It all depends on the placement of the access to those properties. If there is a real reason to have a dedication, it might make sense. We won't know until we get an actual

Holdridge what if you just assume that John was going to make 4 five acre lots, is there any reason/requirement that you have to dedicate 33' on the east line?

Lucht I'm not aware of a subdivision requirement that says you have to do it.

Oberthaler, then my answer is you can go ahead and put in a dotted line there.

Glodowski, and call it Reserved for Future Public Roadway? Your surveyor will do this?

Oberthaler, my surveyor, I don't know why I would.

Glodowski when you go to dedicate the town road right-of-way, this would be on your map. Your surveyor would add that to your map.

Holdridge, in other words we will have a dotted line along the east side, a dotted line north on the division between the 2 twenty acre parcels. That one dotted line would potentially serve Jerry's property in the back. I think Bob Bowen was the first person to suggest that. The other

dotted line would run to the west and there is some question from John's standpoint where you would have the dotted line.

Glodowski and that should be put where it makes the most sense to accommodate the future if there is a potential to get a road out to North Reserve obviously that should be investigated and put in the right location.

Oberthaler, the truth of the matter is, is that the road would not be there at all and the road would probably come off of North Reserve south across a big wide open field. We are not even talking about the property in question right now. But there is, before you get to where North Reserve turns right, the sharp turn, a field that is not being farmed now.

- The real proposed road should be (looking at map/showing D Glodowski) this would make sense, bring the road in from here to here
- To come across wetlands, I do not see that this road will ever get built.
- It's fine to put the dotted lines in there to keep people from building on the only high land that are on the property.
- Pointing to other property – this could potentially be subdivided (location not known by Town Clerk)

Konkol – if you ran from here to here, then two thousand feet that we run into that problem with the county ordinance wouldn't start coming anywhere (pointing to 2 locations) because this is all connected.

Oberthaler – yes this would not

Holdridge can somebody put this up in the air so we all can see it and it is not a three way discussion. What area are you talking about?

Glodowski:

- The existing Firkus Road
- John is talking about somewhere south would come in and make a loop.

Holdridge, that is not even on your property.

Oberthaler, no it is not but, this will never get done. You can draw lines all over the place and preclude people from building on their highlands in otherwise totally wetlands and abort the possibility of me developing the front lot in the future because you will use up the potential building site with a road that will never be built. It just doesn't make sense but if that is the way it is going to be done you can keep your dotted lines right where they are.

Glodowski that is an awful long road but yes you would be dividing a different property. This is an extra quarter of a mile plus but.....

Oberthaler it being three quarters of a mile and we are looking at a quarter of a mile cost of about eighty to one hundred thousand dollars. I can't imagine that there would be a hundred and fifty thousand dollars worth of property that's going to be serviced by that road. A lot of this wetland is accurate, so how can this be serviced by this right here? The only chunk that is

really going to get serviced is this. **Clerk thinks discussion to be about John Oberthaler forty immediately adjacent to North Reserve Drive.**

Glodowski – also this though (Clerk thinks referring to forty adjacent to North Reserve that is north of John's forty).

Oberthaler – but who is going to buy this?

Glodowski, that would be the future participation of all people that are benefiting.

Oberthaler, it does not make any kind of economic sense to build a road for three hundred thousand dollars to get to this point and then spend another hundred thousand now having four hundred thousand dollars spent to provide access right there, I don't see it ever happening. (Clerk thinks the reference is to the north forty owned by Koziczkowski adjacent to the Gawlik property being lot 2 of CSM 9779-42-109).

Holdridge, you are talking about putting some lines down here.

Oberthaler no, that is where the next future road would unlock the dead-end.

Holdridge, let's go back to what is being proposed so we understand that. Is it true that this thing is very speculative, right? From John's word on the wetlands and on this (area of potential future roadway extension) you (D Glodowski) are using the highland which John says is the most developable.

Glodowski we are skirting the lowlands.

Holdridge, what we really have are these 2 segments plus along here (clerk things segments being discussed are lots 1 & 2 owned by John with the proposed middle road route and plus the proposed cul-du-sac at the end of Firkus Road).

Holdridge, what about the cul-du-sac at the far end (east end of Firkus Road)?

Oberthaler I will give my 1/4th of that cul-du-sac corner.

Holdridge, Jerry are you prepared to give some land for the cul-du-sac?

Koziczkowski, I gave 33' for the road back in 1991 and that is where the road is supposed to go. Until that road is there.....

Holdridge you don't want to give a small parcel for a cul-du-sac, is that what you are saying?

Koziczkowski let's work out, I'm will to give the little piece for the cul-d-sac. But this is what I do not want to have done to me. I don't want to be left with 33' dedicated, my house is there (Lot 1 CSM 5234-19-44) I need that road to go 33' on John's like it was supposed to go, like it should have been surveyed and if we change mine to the same thing that John put in his two it is a done deal. If we are really looking at the best place to put this, look at John shifted that

road over that he is projected to put in, move it over 20 acres so he can put in lots off of my road and on both sides of the other road.

Holdridge, we have been through that at a couple of Plan Commission meetings. Do you want to give some land so we can have a cul-du-sac there to turn around a bus, currently now you go in on the 33' to get to your house, right? You use that road don't you?

T Koziczowski, yes we will give some land for the cul-du-sac.

Holdridge, we think a cul-du-sac is crucial there. If we get the owners to dedicate the land then we will look at putting in the cul-du-sac. How about Mr. Gollon?

Gollon, I will talk it over with my son but I think it will work.

Holdridge, okay then the other one would be Mr. Shuda. Could you follow up? I think that would make a lot of sense for all of the parties. What else do we need?

Dan Hebbe, you (D Glodowski) made a comment about the dotted line reserving, the parties would have to fund the cost of that road. If we agree and say that is fine to draw the dotted lines where it needs to go, does that legally obligate me to pay for a road to go to Jerry's property from my cul-du-sac?

Glodowski I don't know that it legally does anything but the potential connection to North Reserve Drive needs to be funded by somebody and usually it is funded by the people that are benefiting. If you have land that is fronting on it but no potential to have a lot, that has to be worked out amongst all parties. Typically if it is serving Jerry's property and he is getting X amount of lots, it is usually based off of something like that. If you had a big lot and you could subdivide it and you just didn't want to, then I suppose it does put you on the hook a little bit. Again, usually it is done by one developer, he knows how many lots he can develop, and here you are speculating from 3 to 4 different spots. I don't know how that would work out. If this whole area would sit down and plan this out, I would get a feel for it between all the properties that are developable.

Konkol, with the lines there it is not a town road. It is still your land. Again the only way the town could ever require you to give that land would be through condemnation or through some sort of negotiation. It is pretty clear, unless there is going to be some change in the town's policy on this, that if someone wants to put in a road, the town looks that person who wants to put in that road to fund it.

Dan Hebbe, that was my question. What I fear is that I have purchased the land and I am not opposed necessarily allowing a road to go there and agreeing to it if I say yes, my concern is I don't want to get stuck with the bill paying for it if Jerry wants a road to run through there. I'm not going to fight the issue with the access there but I don't plan on paying for a road for his property.

Konkol, in my view, you have the broken line there, it shows that the intent is to put a future road in there but it is not a road now. To get from a future road to an existing road there has to be some transfer of ownership. That is a combination of negotiation or condemnation....

Oberthaler if condemnation was done, am I potentially liable because of the way the board changes laws, the town changes laws or some group of people say, all the landowners that certify that road will be paying for an equal portion of that road by the foot. It's going across fourteen hundred or two thousand feet of my property and the town board says you have \$2,000 worth of benefit so you are going to pay for two thousand feet and the future guy will pay the next two thousand feet. If there is any possibility for that happening in the future I don't want to see it on the map.

Konkol, I think we are talking about 2 different things:

- 1) We are talking about the cost of getting that land and
- 2) The cost of developing that land into a road

You as the owner, if you are not willing to negotiate it and the town determines that they are going to condemn it you will get paid for that land. After would be the determination of who is going to pay for the cost of developing that road just like you are faced right now with the middle route proposal. If the town would look at a Special Assessment you already have roads that benefit your land so for putting in a road it would have to be shown that somehow it benefits your land that is already serviced by another road. I don't really see that as being an issue. I think what Dave was getting at if that has potential to open up other land for development that you can't with your current road then you there is some benefit going to you. Again whether the town in the future wants to go in to that, or whether the policy will be if someone wants to put in a road they are going to have to come to us with a proposal as to how it is going to be covered by whoever wants that road in there. From the town's point of view that is the easiest way to get through this without going through a Special Assessment procedure and then having to show that the lot that already fronts a road would somehow receive more benefit from another road.

- Chuck alluded to that when 4 five acre lots are already serviced by a road you don't need a second road to service those lots so it would not make any sense to me.

Supervisor Wilz, question for Jerry & Teri Koziczowski, if what John is suggesting that he doesn't have a problem with a dotted line going down the east side of his property in a certified survey map being worked on, does that take care of your needs with the future road proposal type of language?

J Koziczowski, there is a possibility, the only thing is I would like mine changed to that same thing. Now unless someone can tell me I can put a private driveway down that dedicated property. Do you see what I am saying? If it's dedicated for future use for a road I believe I should be able to put a private drive and then change that private drive to a town road. But if it is dedicated and the town owns it are they going to allow me to put a private road there?

Wilz, I don't know that we can resolve that tonight or have those questions answered. My specific question is do you have a problem with what John is offering for future use? We don't know all of the what ifs down the road. We're about to make a recommendation. I'm asking that question. You did not want to be landlocked for future development...

Koziczowski I would be fine with that.

Wilz you did not want to be landlocked for future development of your property and by having this dotted line showing for future use it opens that possibility up.

Gollon, if you are going to do that for Jerry will you do that for me if I put a dotted line in mine for future development along my forty line?

Citizen present, John is already giving up 66' for a road to service 2 twenty's, if Jerry wants to develop his forty's wouldn't it be fair that Jerry has to give up 66' for a road in his. Why should John have to give up another 33' when John is already giving you the 66' that you need to service that eighty (4 twenty acre parcels). If Jerry wants to develop his 80 fine, and then give up 66' just like John, develop your road and do your development.

Gollon then if I decide to develop mine will you guys (Koziczowski) give 33' to help mine?

Pederson are you talking about the forty line going south or east?

Gollon - going east.

Pederson then we are up against the same problem with extending a dead end road.

Gollon, believe it or not but at one time the township used to plow a forty in to mine but that was back in the fifties.

Wilz certainly you understand we cannot make all that stuff contingent on our decision tonight.

Glodowski, if Firkus Road ever did get looped, let's say the loop goes to the proposed town road that John is proposing, then you can go a thousand feet from there. That takes it half way in to your forty. Jerry would have to dedicate 33' and you dedicate 33' and the road would be down the section line.

Oberthaler, in reconsideration after what he just said, he is absolutely right, I should not have to give 33' when Jerry has 118 acres over there. If he wants a road there he can build a road.

Gollon from taxpayer's standpoint he's paying the bill.

Pederson the dotted line is not giving the land, it's just keeping someone from putting a building on that so that in case a road does go in you won't have to buy a building too.

Oberthaler, I see. I am alright with that.

Wilz that doesn't say there is going to be a road in there.

Glodowski, John is putting a road down the center because he is serving both sides. When you put it down the lot line you are serving 2 or 3 property owners, that is the difference.

Gollon I think John is the best bet for the two property owners. It has worked out for Firkus', it has made them happy and it makes John happy.

Holdridge, for probably 3 meetings we have questioned this dotted line and for many of us it is relatively ambiguous. If it means that you should not build a building there because at some point there may be a road there that is the understanding. But that dotted line has been a bug-a-boo.

Oberthaler, yes it keeps me from selling one of my lots because there is no buildable place or a place to put the septic because you have a proposed road going through the middle of that lot, it causes a problem for something that will never get built in the first place.

Wilz, I asked the question just from Jerry and Teri's standpoint are they concerned about being landlocked in the future and what options, if any, do they have available to them before we will take action and unknowingly or knowingly fix one problem and create another.

Holdridge let try to summarize this, it looks like those people who have land that would comprise a cul-du-sac on the far east end of Firkus Road are in agreement that they would, Bill Gollon will check with his son, that they are potentially in agreement they would give the land up so Hull can build a cul-du-sac.

D Glodowski will check with Mr. Shuda.

Holdridge, we have the dotted line on the 33' and that means that that is a signal to whoever don't build a house there because at some point there potentially might be an expansion of the road right-of-way. The dotted line to the north is basically the same thing. The cul-du-sac we have a modification question and we reached agreement on the 6 houses – when there are 6 houses on these parcels then the blacktop goes in. Right now the gravel will go in and Pete Kaminski will plow it. Once there are 6 houses here OR 3 years then there will be blacktop however Hull wants to make sure there is the hammer there. The question is it a line of credit or a bond to assure the blacktop goes in. That is still up in the air.

Oberthaler, I think we would be in agreement to do either or those 2 options whichever is the least expensive. We know that you need to have us be responsible. Whatever is the cheapest way for Hull to feel secure, that that is going to be done, that is what we would like to do.

Holdridge, you have signed your agreement and probably what we need to do is modify, to work out with Bob Konkol, to have an agreement which you folks would sign off and the board would ultimately approve it. We both know here are the ground rules; here is the contract if you will. Does that make sense to the board?

- Anything we do is contingent upon this stuff.
- Dan will need something from us because he has to go to the Planning & Zoning Committee on the modification.
- If we pass this contingent upon those provisions being met I think that would get you to the Planning & Zoning Committee and you can get your answer on the modification.

Lucht, that is my understanding. A scheduling note, we do not plan on having a Planning & Zoning Committee meeting in the month of December so it would go to the Committee in January.

Dan Hebbe, I was told by Tracey Pelky December 22nd at 4 p.m.

Lucht at this time we do not have a Planning & Zoning Committee meeting scheduled however Holdridge when is your meeting in January?

Lucht – usually the meeting is on the 3rd Tuesday.

Pederson, is the matrix a part of the agreement?

Holdridge with the third proposal we received a matrix. Is that part of it?

Motion Supervisor Pederson, second Supervisor Bembenek, approve the plan with the contingencies talked about regarding financial responsibility for blacktopping.

Konkol, Dave do you have any estimate as to what the dollar amount that will be needed as you are looking 3 years down the road to cover the cost of paving the road and the cul-du-sac? Wilz, we can estimate today's value and then word it that the future value

Konkol in the letter of credit or a bond you need a set amount.

Glodowski, if it was going to be paved today it would be around forth-five thousand dollars (\$65 a ton).

Pederson, the proposal to include the updated map with the changes talked about.

Motion carried. (Unanimous vote).

J Holdridge Dan Hebbe will receive letter from Hull later this week.

Thank you to residents and Plan Commission members who attended the meeting regarding the Firkus Road development.

07. Proposal Town of Hull Municipal Building/Community Center/Maintenance Garage/Fire Department – Recommendation from Hull building Committee – Dave Pederson and Mel Bembenek

Supervisor Dave Pederson the Building Committee will present the updated figures on what we are looking at as far as the building project that has been discussed. We also want to look at a flyer that will go out with tax bills explaining the history the project and the estimated impact that will be on your tax bills in the future. There are drawings of the building footprint as well as elevations in the back of Hull's room used for meetings.

Dale Bembenek, 1567 Brilowski Road N, is there a projected total price for the project?

Todd Grunwaldt, Architect, the total estimated price is just under 3 million dollars. The number does not include equipment/furnishings. It includes the septic system, blacktopping, all the site work and well. The town will complete some of the site work.

D Bembenek, that will be as published in the paper \$75.00 per one hundred thousand dollars of assessment value?

Grunwaldt, a meeting was held 2-3 weeks ago to discuss square foot cost of various parts of the building, and more complete analysis of other projects that have been completed recently in this general area.

D Pederson, you're (Dale Bembenek) asking about the impact on taxes.

D Bembenek, right because there should be a figure when people ask how much it will cost (affect taxes).

D Pederson, Dave Wilz did a rough analysis of what the taxes would be if we had a 4% loan over 15 years. The impact would be 75¢ per thousand or \$75 per one hundred thousand.

John Holdridge, for a property assessed at two hundred thousand dollars the cost would be \$150.

Dave Wilz yes based on those assumptions.

D Pederson, where it actually comes in once it goes to referendum and whether it is approved or not, at that time we would be looking at financing.

Supervisor Mel Bembenek: the Town of Hull Offices \$801,000; Maintenance and Parks Dept. \$717,148 (\$617,148 for remodeling and updates to existing maintenance building and new wash bay + \$100,000 for new roof and maintenance to fire dept. building to convert to cold storage); Fire Department \$1,203,600 (includes \$65,000 for vehicle exhaust system for apparatus room); Site work \$250,000; Total construction cost estimate: \$2,971,748.

J Holdridge my understanding is we have a draft of a letter, that letter would be massaged by the board – this will go with tax bills to inform people of what we are thinking about. Based on that, it will trigger something - we can say this is or is not a go at this time.

D Pederson, we want all of the people that will be paying for this to know what potentially is coming.

J Holdridge, in terms of the indebtedness we are paying \$120,000 in principal and interest annually for vehicles purchased. This expires in 2017. If you go with this and this becomes the indebtedness and you raise \$75.00 per one hundred thousand, what happens if you need vehicles? That may be something we need to look at. What else are we going to have to finance? This year we established some reserve accounts: \$75,000 for road equipment; \$75,000 for the Fire Department; \$100,000 for road construction and \$100,000 for new building; it might be for remodeling. On the flip side of this we need a good estimate of if we do not build, what do we have to do to this building, what do we have to do to the other building (FD)? Here is what it will cost if we don't do a new building because we know that these buildings have, are and will deteriorate.

D Bembenek, I am asking this but also if you have a two hundred thousand dollar house and your taxes go up \$150 for this 15 years. After 15 years will the taxes go back down?

J Holdridge passed out a pie chart showing 2011 percentage of taxes paid to Stevens Point School District, Portage County, Mid-State Technical College, State of Wisconsin and Town of Hull. 14% of property taxes are paid to the Town of Hull – last year Hull’s share was 13%. The schools contribution is down, last year it was 51%, this year it is 47%. For the homeowner we are talking about the 14%. We don’t know what the other taxing jurisdictions will do. People receive their tax bill, look at the bottom line; if the bottom line goes up they have some concern. If we could say to the School Board and to the County, you have to hold the line on this, but that is a tough sell. This is a kind of unknown. If you want to talk about how much you will pay in taxes, it is much more than the Town of Hull is going to charge you.

Supervisor Wilz, Dale to answer your question, I’ve had the same questions about the school referendums, when the referendum is over do our taxes go down and who is safe guarding to make sure that actually happens, the answer is yes. In fact this year with the school district went from 51 to 47%, a big part of that is that that referendum is over – we did not go to that yet.

D Pederson the other part of big equipment and roads in the future, if we maintain contributing to reserve accounts going forward, we should have the money there when the equipment or the roads are needed rather than in the past when we would building the road or buy the equipment and finance it.

D Wilz providing we have funding.

D Pederson – providing we can do that.

J Holdridge the other thing is what is the state going to do? We get four hundred thousand in revenues from the state, road aids, previously talked a bit about road aids, and state share revenue. If Governor Walker, and people are expecting he is now going to be very generous, is that a one year deal or a two year deal? That we do not know. Every local government leader that sets the budget is very, very concerned about what the state is going to do; you know the condition of the state.

J Holdridge, Jim Kruziki is not present as his mother-in-law passed away. Also Clerk Wolle received a call from Chet Dombrowski who lives on the northwest side of Hull. Chet is against the building, as he estimates his taxes will go up \$250.00 a year.

Todd Grunwaldt started the building project stuffer document. Janet and Barb also was part of the stuffer. The final one is Barb’s rendition. Also some info from John Holdridge is included. It has been a collaborative task.

D Pederson reviewed and making some suggestions coming from an English teacher background.

The meeting continued with a lengthy discussion regarding changes in wording to document.
Clerk’s note – copy of final document included as part of the minutes.

J Holdridge if a portion of the proposed building is called a community center, how is the community (using) participating in this building?

D Pederson I see this as a potential meeting room for various non-profit organizations.

J Holdridge is there any way the Division on Aging would come out and have programs for the senior citizens; possibly vaccinations, who knows? We could call it a community center but what does that mean to the citizen being served and senior citizens in particular. I like the concept of the people feeling that this is their building in effect.

D Pederson at Jordan Park there is a shelter that is rented out; at the Village of Kronenwetter their basement had a kitchenette so it could be rented by organizations.

J Holdridge do we emphasize that it is their building? That it is not the staffs building; it is not the town boards building, that it is the citizens building.

D Bembenek, this has been discussed before and is that opening up the request for parties, etc?

J Holdridge, you limit that. The elderly is a very active group downtown, maybe they want to have a meal for the elderly from the Town of Hull. You would have a registration or permit system; maybe they have to have a deposit.

D Bembenek you would charge people for this?

J Holdridge, yes it is possible that you would charge. If you have to have people clean up, etc

Chuck Lucht, you would not have to advertise it or talk about it as a place for parties but it is very common for public buildings and spaces to have conference rooms like the one on the first floor of the Portage County Annex that they split in to two rooms (calling them Conference Room 1 & 2 if you want to reserve them). You would not need to have a lot of space like that but having one larger hall space – we use our employee kitchen when we do catering and bring in and do our own promotional events inside the county. If you stated that the space was to be used by town residents for meetings or any number of things that it is a public space that can be rented out and used. A small fee is not unheard of.

D Pederson I can see some resident who has a business and wants to pull together a few representative and meet somewhere.

J Holdridge, there might be a distinction between a profit agency and a non-profit agency.

T Grunwaldt, you would not want to promote it for events requiring a lot of food.

J Holdridge when we call it a community center people will ask what does that mean.

Barb Brilowski, when we were typing I struggled with the “community center”, I don’t know why. When I think of a community center I think of a place that is providing an activity or activities. Calls have been received about renting a room for example a Baby Shower or that type of thing where space is needed because there are so few spaces around. Moving forward we need to have some kind of a contract, a liability waiver, etc. We still are going to have to handle this legally so we don’t have any ramifications.

J Holdridge, we have to protect the building and the information that is in here.

Mark Kluck suggests "Hull's Citizens Center".

D Pederson, as long as it does not have "Senior" attached to it!!

Other suggestions: Hull Citizen Room; Public Meeting Room; Citizen Meeting Center.

T Grunwaldt, when using "Center" it may imply the building has amenities which it really does not.

J Holdridge Mark Kluck, Fire Chief, has come to the board several times about a notice to households about driveways. An ordinance was suggested but I believe rejected by the board. I think the last time you communicated was in 2003. In talking with Barb today I think it would be useful to have one page, with fairly large print, telling them they have to make sure their driveways are trimmed back in order for the Fire Department emergency vehicles to get in there.

Marilynn Kranig there seems to be so many things going in to the envelope; do you really think people will read it all? Couldn't the item relating to the driveways go in to the Spring Newsletter?

M Kluck I think the Spring Newsletter was the last place we included information about the driveways. In 2003 was when the F.D. actually went out and found places where we would smash trucks when getting in to certain driveways – we gave letters to the property owners with problem driveways.

Citizen is solar voltaic included in the plan?

D Pederson, yes the other energy items in the plan are insulation, insulation, insulation, and insulation. Geo-thermal did not work out per the engineers and the solar hot water.

M Bembenek do you want the Building Committee to get together to discuss

J Holdridge I think you need some kind of brochure to further describe the project and provide additional pictures of the building.

M Kluck, would the board accept meeting with the Building Committee to discuss the next possible steps? My concern is if you are providing all the information as presented and the town starts to receive calls and tons of questions will be asked, if you can provide the dates, times and location of public hearings it will help. You are going to make Barb and Janet try to answer all of the questions; I'm not comfortable with that.

J Holdridge, Barb is committed to log in what she gets. We discovered on the Sheriff's situation we need a log.

J Wolle, I believe Mark is talking about us answering questions we do not have the answers to.

D Pederson, that is correct.

M Kluck, they will not have the answers to all of the questions. The logical thing is to be able to tell the people when and where the meetings will be held and those involved will try to answer all of the questions you have.

D Pederson, set a date in January or February?

J Holdridge with the Board?

M Bembenek for the Building Committee with the whole Board.

M Kluck if you can handle the dates in the document to be stuffed with tax bills, people will have enough time to schedule to come to attend the meetings. That is what you want.

Mark Fritsche, what Mark K is saying that informational meetings, or public hearings or whatever will be held on this date at this time, that is where they will bring the questions. Without that the phone will be ringing off the hook.

J Holdridge I'd be surprised if the phone is ringing off the hook. It will be interesting to see what is triggered once the letter goes out.

T Grunwaldt will you not hear more complaints than the positive?

J Holdridge yes but that is important to know too.

T Grunwaldt then will you send out a second notice about the upcoming information meetings?

J Holdridge I suppose you announce it as a public meeting.

D Pederson, this is probably the best communication we are going to have, outside of the Newsletter.

J Holdridge this flyer will go to every household.

D Pederson not everyone reads the paper.

J Holdridge or gets the paper.

D Pederson not everyone gets the paper or looks at our Web site. If we could set a date in possibly February

J Holdridge and have an Open House and people wanting to come in, you probably set it sometime for after work.

D Pederson why do we not say the first meeting will be set for

J Holdridge maybe the second Monday.

M Kranig, will that give us enough time to get it on a referendum?

Supervisor Syens how many meetings to you intend on having?

J Holdridge, I don't see us immediately needing to go to a referendum on this. We have a lot of people out there.

M Kranig does that then mean we are putting this off until September?

J Holdridge, who knows?

M Kranig we have been fooling around with this for 2 ½ years. I think it is time we move on it.

J Holdridge, I agree 2 ½ years is a long time.

M Bembenek, I could agree with Marilyn because if we put a hold on it, that could hurt us. We send the information out now; we then wait for 2, 3 or 4 months and we don't have a referendum in April, we then wait through the entire summer – the information that was sent out will get old to the people. May be we should try to put in on a referendum in the spring.

M Kluck I would like to recommend a meeting with the Building Committee and the Board in early January to decide on some dates.

D Pederson and not establish a date to be in the flyer?

M Kluck, if calls come in to the office simply indicate dates/times and location to be announced.

T Grunwaldt you do have a Web site

J Holdridge I'd be very interested in the feedback we get first of all.

M Kluck, I agree but we know the people who will call are the ones with complaints.

J Holdridge and we would like to know that. Looking at my schedule for January, January is a heavy month. We have things the road crew is working on.

J Wolle, there is also the time line if it is going to referenda in April. The attorney will review the questions to make sure they are worded properly and ballots come in 30 days prior to the election so they are ordered at least 2 weeks before they come in.

T Grunwaldt why can we not meet yet this month within the next 2 weeks?

M Kluck, if you are going to a referendum a decision on this question, having all of that done is all you need, correct?

J Wolle, yes but you need to make sure the question is an acceptable question. One needs to give yourself some time frame to review the question and then

J Holdridge, I'm struck by the early suggestion that we put the three million dollars in there. It seems you need to tell the voters how much the project will cost. In the one sense you are being general and the other, just like Chet Drombrowski, how much is this going to cost me? The other question is, people are going to ask, what is wrong with the current building? What is that going to cost to fix it up if you fixed it? What is it going to cost to build it? I don't see that in the current write up other than apparently M Kluck had an electrician go through the F.D. Is any of that information available?

T Grunwaldt, yes the information is available, it was all part of the study. It was the pre-study when Todd became involved. There is hard data.

J Holdridge, we need it.

T Grunwaldt, but the data does not meet the needs. That is why the Space Needs study was established. The information initially put together was not based on anything concrete. No one had input in the way the first drawings were put together.

J Holdridge, the first architect?

T Grunwaldt, correct. We are hard pressed to meet the F.D. needs. Here it is not so much of a problem, correct me if I am wrong, but the Fire Department has a major problem because they are so landlocked.

M Kranig, we also have a problem here. I went and got estimates from plumbers, building contractors and construction people to expand the building X number of feet. But that did not do anything with space needs inside.

T Grunwaldt, I understand but you could put your addition on here. We have land here to accommodate the municipal building and garage but we cannot accommodate the Fire Department's needs over there. How do you explain that? There is no plan B that will meet needs.

Mark Fritsche, that came from John, when you were talking about that earlier. We (Building Committee) said should we compare the two plans and you indicated that we should look at the alternative and what was the best thing to fulfill our needs.

J Holdridge what I am saying is, that data there? We should see that and what the cost is.

M Kranig could that not be some of the information we could give out to the people when they come to the meeting(s)?

J Holdridge that would be great. People will ask that question.

D Bembenek, you are putting in the estimated cost of three million, are you putting in the \$75 per one hundred thousand? It should be included.

D Wilz I understand that but that was just an example. We don't know that that is what it is going to be.

D Pederson we do not have hard numbers.

D Wilz if we go to a 30 year amortization it drops down to \$48 per one hundred thousand that is a difference.

J Holdridge that is not much difference but it is some difference. Where did Chet Dombrowski get his numbers?

D Wilz from the newspaper.

Supervisor Syens when getting my nomination papers signed, each household I went in to talked about the proposed building and the number two question, what is it going to cost me. What implications is it going to have on my tax bill?

D Pederson so would you suggest a hypothetical answer in this flyer?

J Holdridge you need a hypothetical answer, maybe you use 20 years.

T Grunwaldt could you use 20 and 30 years?

D Wilz I read the article that Chet did. The article was very well written. It said in there "as an example if it was for" – this became gospel. If you error on the side of caution and make it 30 years and it's \$37 and then we decide to present 20 years they will then say that you lied to us you said it was \$37 or \$48. We know one thing; it is a three million dollar project. We know that today.

J Holdridge could you have a range, if we finance this for 20 years at 4% here is what it will be; if it gets finance for 30 years here is what it will be. People are going to miss read this, some won't agree at all – they will just say it is not the time to spend tax money. You will have a range of opinion. You need to tell them how this is affecting my pocketbook.

D Wilz my point is I hope this is not our only piece of marketing that we are sending and that there will be something professionally done and we might have some of those answers nailed down before we have the project blow up before we get started.

D Pederson say more specific estimates will be coming up in the future and discussed at upcoming meetings.

D Wilz, Mark and Mark are saying we can't sit on our hands for 3 months we have to get it rolling again and we have to start developing marketing.

M Kluck, I think we should set the referendum date for April and do whatever you have to do to meet that date. If that means January and February for public meetings so be it.

M Kranig, I do not see any reason we could not have another Building Committee meeting in December.

J Holdridge if the Building Committee wants to meet I don't have a problem with that. I have a full agenda. Some of you don't and some probably do.

D Wilz I would go ahead and those who can attend will attend.

D Pederson I will schedule a meeting within the next 2 weeks.

Motion Supervisor Syens, second Supervisor Wilz, accept recommendations and proceed subject to further revisions by Dave Pederson. Motion carried.

08. The Pipe Weight Limit Ordinance as revised – John Holdridge

The revisions are we permitted bikes to go across (not motorized bikes) the causeway and we added Marty Krebs to list of owners.

Motion Supervisor Bembenek, second Supervisor Syens, approve the revisions. Motion carried.

09. Boundary Adjustment for Ed Rusin (Certified Survey Map)

Assessor Phil Deffenbaugh recommends approval of the Certified Survey Map based on the following revisions:

- That portion of Outlot 1 lying directly north of Lot 5, CSM 7545 was previously dedicated on that CSM – this portion should be removed and shown as part of Evergreen Dr.
- That portion of Outlot 1 lying directly north of Lot 1, CSM 7619 AND that portion of Outlot 1 which would be the southern half of Evergreen Dr extended east from the eastern side of CSM 7619 to the 40 line should be delineated & "Dedicated to the Public" (the rest of the southern portion of Evergreen Dr). This would result in the proper ROW dedication & the change in the size of Outlot 1 to reflect the dedication of the ROW. Lot 1 would remain unchanged.
- Addition of the signature blocks to validate the road dedication

Motion Supervisor Bembenek, second Supervisor Pederson, approve the Ed Rusin Boundary Adjustment in Section 8, T24N, R8E, abutting Evergreen Drive as per recommendation of Phil Deffenbaugh Assessor as per corrections required. Motion carried.

10. Insurance renewal proposal from Rural Insurance – Len Kawleski Insurance Agent

Len Kawleski, Insurance Agent, the reason for increase of insurance premium:

- ✓ Increase in value in buildings – automatic increase.
- ✓ Insurance companies have been taking a hit due to storms.
- ✓ Workers Compensation went up 33% - Len will check as to reason for increase.

Motion Supervisor Wilz, second Supervisor Pederson, stay with current provider (Rural Insurance) cost of premium for 2011 \$28,427. Len Kawleski is to explain huge increases in premium for Workers Compensation. Motion carried.

11. Insurance renewal Accident & Sickness for FD and First Responder's

Motion Supervisor Syens, second Supervisor Bembenek, as we do not have data on premium costs for 2011 action to be tabled. Motion carried.

12. Town of Hull Review of Speed Limit and Signage – John Holdridge and Pete Kaminski

Discussion:

- i. Are signs according to law?
- ii. Need to make sure speed signs/spacing etc are legal
- iii. Will work signs per zone (there are 4 snow plow zones)
- iv. Chairperson Holdridge and Road Foreman Pete Kaminski will meet Wednesday December 8 to discuss signage - request Supervisor Bembenek attend if available.

Pete Kaminski, 87 signs and posts were replaced in 2010.

Motion Supervisor Bembenek, second Supervisor Syens, accept the report. Motion carried.

13. Cable service from Charter Communication for the Municipal Building and the Fire Station

Written correspondence was received from Charter Communication indicating as per FCC they no longer have to provide free cable to municipal buildings as part of franchise agreements. There is a small fee per building for municipalities wanting to retain cable.

Motion Supervisor Syens, second Supervisor Wilz, approve monthly payments of \$4.99 plus fees for each the Municipal Building and the Fire Station to retain cable service. Clerk Wolle to contact Charter Communication. Motion carried.

14. Reports:

- a. Clerk – No report
- b. Treasurer – No report
- c. Road Foreman – No Report
- d. Fire Chief – No Report
- e. EMS President/Administrator – No Report

Chairperson Holdridge, Supervisor Syens will look at the rental contracts for possible reopening of.

L Syens has looked at the cable contract on the internet.

Supervisor Pederson has reviewed the website and note Hull is behind on meeting minutes and agendas.

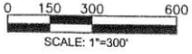
Chairperson Holdridge thought the treasurer was going to do work on the website.

Barbara Brilowski indicated she is not going to pursue working on the website without additional training and suggests talking with Luanne Elsinger who has experience and created the Fire Department web.

15. Adjournment: Motion Supervisor Bembenek, second Supervisor Pederson, to adjourn the meeting. Motion carried. Meeting adjourned at 9:55 p.m.

Janet Wolle, Clerk

TOWN OF HULL
 FIRKUS ROAD
 TAX ROLL / PROPOSAL INFORMATION

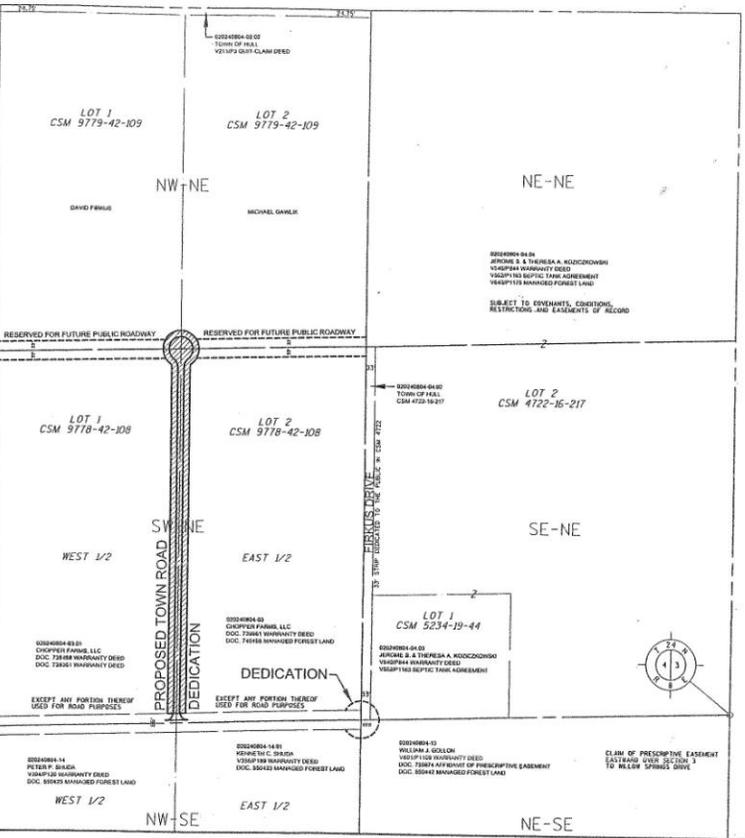


N

NORTH RESERVE DRIVE

NORTH RESERVE DRIVE

FIRKUS ROAD



TOWN OF HULL – PROPOSED RENOVATION & EXPANSION
CITIZEN MEETING/TOWN OFFICE / ROAD & PARK MAINTENANCE/FIREHOUSE BUILDING

The Town of Hull Building Committee first met on April 30, 2008. The committee includes several board members, office/road staff, fire department members & citizens. Through a series of meetings over the past 2½ years, the committee determined that the existing town hall/roads-maintenance & fire department buildings no longer adequately serve the current & future needs of the Town of Hull residents.

The existing town hall/maintenance building was built in the late 1970's. The fire department building is an earlier town hall/maintenance building expanded in 1967 to house the newly formed volunteer fire department. That building underwent an exterior upgrade in the 1990's. As the town has developed and services have increased so have the size & types of equipment, meetings, and training sessions increased. These two buildings no longer provide the necessary space to house town equipment and activities.

The Town of Hull is expected to continue to develop as an urban community. Current services provided Town residents consist of administrating elections, maintaining roads/ parks, plowing snow, picking up garbage/recycling, and supporting a volunteer EMS/fire department.

The Town of Hull government is fiscally responsible and strives to keep a reasonable tax rate below other municipalities in Portage County and well below the state average for towns of similar size.

Identified Problems/Major Issues:

Town Hall – Lacks or insufficient

- Security
- Office space
- Conference room
- Lunchroom/break room
- Secure/fire proof records/archives storage
- Code compliant restrooms
- Public meeting room (current 54 person capacity)
- Space for elections (currently conducted at firehouse)
- Electrical outlets, energy efficiency, natural lighting
- Parking

Municipal Garage – Lacks or insufficient

- Lunchroom/break room
- Code compliant restrooms/shower
- Exhaust ventilation for vehicles/welding area (health hazard)
- Wash bay (currently equipment washed outdoors year around)
- Equipment/supply storage (items/equipment stored outside)
- Service pit for large equipment maintenance
- Electrical outlets, energy efficiency, lighting
- Floor/drains cracked & exterior paint & repair

Fire Department – Lacks or insufficient

- Space for equipment (increased size & number of vehicles)
- Turnout gear area (safe firefighter dressing area)
- Code compliant restrooms/showers
- Vehicle exhaust ventilation system (health hazard)
- Training area
- Secure storage/filing space for supplies/records
- Electrical power & air compressor drops, outlets, lighting, energy efficiency
- Floor cracked, roof leaks
- Lot size for addition & parking

Analysis:

The space and needs study concluded that town residents and staff would be better served by constructing a new combined citizen meeting/town office/firehouse and updating the town garage.

Solution:

The best cost benefit is to add onto the existing municipal center. This can be done by repairing/expanding the garage into the existing office area, and adding new town offices, citizen meeting area and firehouse to the existing municipal building. The existing firehouse would be repaired and used as cold storage for seasonal town equipment.

What will this cost the taxpayer?

Your 2011 tax of \$2.55/\$1000 of assessed value remain nearly the same as your 2010 rate. Currently, 14% of your total tax bill supports town services. The *estimated* cost of this proposed project is approximately three million dollars. Actual costs will be based on final bids and financing costs associated with this. How this will be financed and the direct cost to taxpayers will be carefully explained to taxpayers in the near future, once all of our options have been explored.

Moving forward.....

Citizen meetings will be scheduled to view the plans and discuss the current building problems, solutions, costs and possible financing options with the Building Committee and the Town Board. Your input is needed at these meetings. This project will require citizen approval. Please watch for scheduled meetings in the papers and on our website at www.townofhull.us.

